U. S. LOCOMOTIVES DO **BIG WORK IN FRANCE**

Husky Young Americans Are Operating Railroad to Verdun

PHILADELPHIA ENGINES

German Car That Brought Munich Beer to France Now Serving Republic's Army

By HENRI BAZIN

Staff Correspondent Evening Public Ledger with the American Army is France WITH THE AMERICAN ARMY IN FRANCE, Dec. 28.—The major is an old friend. During the late sammer I met him for the first time, and then in the dark. It was in the blackened streets of an ancient city when he balkened streets of an ancient city when he bailed me and asked if I was one of his men and invited me to walk by his side during a five-mile tramp to an entraining point where his regiment of Railway Engineers, U. S. A. was about to leave for the front. As detailed in a month's old article, the troops under his command were going to take command were going to take complete control of a French railroad running from Verdun to a point some forty miles behind the line. I had gone up and witnessed their taking this control and left with the

taking this control and left with the promise to return when I could.

So in a typical blizzard of snow and blow I motored there the other day. \$45.000 each from the Baldwin Lecotor major gave me the "glad hand" and smotive Works. The first ten were built sald:

"Things are going fine, my boy: And limmediately. They are standard gauge

which I was told consisted of forty-five cars, eleven of "permissionaires" and the belind the power have to use hand have belind the power have to use hand have engine I noted was a German car that way back in 1914 had brought Munich. Within a few days they will control their way have to the problem of the carries of th

stations. It sure does sound good to me when I blow that whistle, a regular American sound, stead of that little screech on the French engines we had first. Blil has protection, too, when he's firing. He doesn't stand out in a roinsteam while he's filling un. And this seat near my throttle is like an armichair to me. the crow fleet is about two-thirds the rail, That's because winding about and through the convenient will be an attendance of believed by a business for the engines were now and then. They have not bothered us very much. We just go on our little way and let it go at that. Most of our runs are made at night, when we have thirty five trains between 7 p. m. and 7 a. m. Not many day runs. except complete. The address of welcome will be delivered by George F. Eisenbrown, follows that come over now and then. They have not bothered us very much. We just go on our little way and let it go at that. Most of our runs are made at night, when we have thirty five trains between 7 p. m. and 7 a. m. Not many day runs. except complete. The address of welcome will be delivered by George F. Eisenbrown, follows the convention of the evening. Stanley Sulfaring the will be developed to the trainsaction of the well and train colors like a snappe while the first many day runs except complete. The address of welcome will be delivered by George F. Eisenbrown, follows the convention of the evening. Stanley Sulfaring the will be developed to the trainsaction of the evening Stanley Sulfaring, blowing sone was failing. We were making our way through a scrubb cak wood, slowly, pulling smoke in a long trail from the start, East and sounds and content to the short stack, Every little while the first many day runs and sounds and content to the short stack, Every little while the first many day runs and the many day

me opened the door a giare spread over the cab, intensifying the near end of a winter day.

Presently we came to a station, a rough wooden building from out of white came a khaki-clad station master. For every man on to line is American, stationnen, switchmen, brakemen, track repair men and engine crews. There's nothing French about this road, even the rails, except the cars and the landscape and the freight hauled, be it living or in manimate.

Our wait at the station was, twenty in the station was, transfer. For every man on the line is American, should be a curb market bouse and got away be declared there has been no change in the last five months.

Hold Your Next Banquet

WOOD'S HURT NOT SUDICE.

WOOD'S HURT NOT SUDICE.

our wait at the station was, twenty minutes. This is a single track road and a train never leaves a station until the blook is clear, the signal coming by phone. Collisions are impossible. Accidents are rare and consist in the main of derailments now and then. Only three have occurred in four months; and in three hours tracks were clear and traffer resumed.

three hours tracks were clear and traffer resumed.

"See that bunch of stuff over there about a hundred yards beyond the station?" said the engineer. "It's what's left of a Booke plane that a Frenchman brought down the other night. I saw the stunt in the clear moonlight. The Boche came down as if about to land, but perhaps 590 feet up he dropped like a stone, with the Frenchman circling above him, for all the world like a hawk. There were two Boches in the machine, There were two Boches in the machine, with photographic apparatus and talk-ing cylinders, for it seems they talk into a wax record as they observe. Both of them were killed, of course."

THE SIGNAL SYSTEM

Just then he blow one whistle. "We're off," he said; "over here we used the reverse whistle than at home, one to go and two to stop, whereas on the Santa Fe we did the other way around. And we give eight whistles for a crossing or a switch. Safety first. Slow, but sure. I guess this old girl could speed 'er up if ever she gets the chance. She's human and I've grown to like her. I'll be sorry to leave her if I go through till the end of the war."

We made the trip on time, reaching our terminus long after dark. I spent much of the time looking out of the window and looning at the machinery be-fore me in the cab, lovingly tapping the plate with the maker's name and "Philadelphia" on it.

As I left the engineer with a regular

As I left the engineer with a regular Rooseveltian handshake, he said:

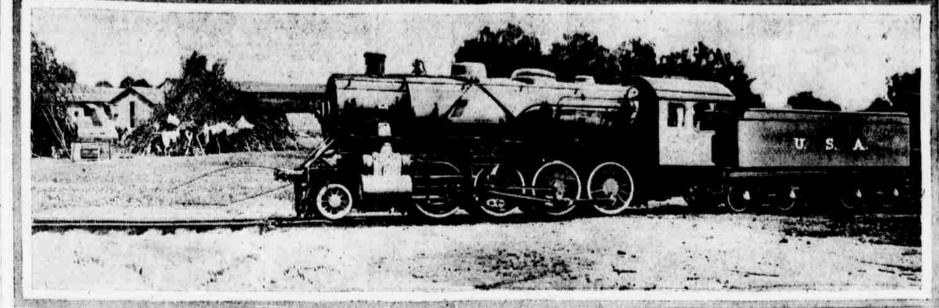
"When I'm cleaned up I'm going to leave a photograph of my engine for you at Colonel — 's headquarters. And I'm giad to have had your company in my cab."

"Thanks," I answered, "and I hope you had a merry Christmas the other

you had a merry Christmas the other day."

"We all did," he replied. "We had turkey and all that goes with it. And in the evening I wrote my mother telling her. I'd sure have liked to see her that day. Not that I was homesick, but, like all Americans, I'd like to be with the old folks on holidays. But I don't want to go back until we beat these Dutch."

GIANT LOCOMOTIVES "MADE IN PHILADELPHIA" DOING DUTY BEHIND BATTLE LINES IN FRANCE



The Baldwin Locomotive Works built engine No. 2, shown above, one of the great locomotives purchased by the French Government for a railroad running to Verdun. The Baldwin locomotive performs three times the work that the ordinary type of French locomotive does. American railroad men are operating this railroad to Verdun.

Things are going fine, my boy. And for the past fortnight they have gone even better than that, because we have American engines. Philadelphia-made at Baldwin's. They are the "hog" or consolidation type, and each one does the work of three French engines. I'll take you out on a run over the road. We'll motor over to Verdun and catch the 218 this way."

Inst outside the heroic city I climbed aboard engine No. 2 with the major. We had previously inspected the train, which I was told consisted of forty-five cars, eleven of "permissionaires" and the

regine I noted was a German cer that way back in 1914 had brought Musich way back in 1914 had brought Musich way back in 1914 had brought Musich way between the property of t



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CHURCH FAST DAYS

Pope Makes Important Changes in Lenten Regulations for Catholics

NEW YORK, Jan. 20.-Important changes in the Lenten regulations for Catholics have been announced by Pope Benedict NV and will go into effect im-mediately. Some of the rigors of fast-ing and abstinence prescribed for the

From Robbers' Big Haul

LANCASTER, Pa., Jan. 50.—Police and county detectives began a search today for persons who lost night raided the central markethouse and got away with a large quantity of ment.

ARMY AND NAVY SHIPS WILL SHOW SARGENT'S MODIFIED FOR WAR NOW UNDER ONE HEAD WILSON PICTURE HERE

War Department's 2,000,000 Noted Canvas to Be Exhibited Tons of Vessels Turned Over to New Bureau

WASHINGTON, Jan. 30.

ANOVER

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at Academy of the Fine Arts

John Singer Sargent's portrait of Co-ordinated direction of naval and army shipping to an extent seemingly impossible a short month ago became a Museum of Art in New York, and Phila-Museum of Art in New York, and Philareality today. As a result, the overseas aluseum of Art in New York, and Phila-transportation of troops, supplies and delphia will get its first view of this the like will be greatly expedited. All signally important picture on February this is a result of the success which has followed the creation within the Navy Department of the naval overseas transportation services of which Commander This pertrait, which has a distinctive matterior of the commander of the services of which Commander the commander of the services of the commander of the commander of the services of the commander of the commander of the services of the commander of warting interest, is on its way to the National Gallery of Ireland in Imbin. through the courtery of whose governors it is being exhibited in Philadelphia.

Soon after the outbreak of the European war Sir Hugh Lane, of Ireland, one

of the greatest art collectors and co-noisseurs in the United Kingdom, offers \$50,000 to the British Red Cross for Sargent portrait of himself. Sir Hu went down on the Lusitania before the portrait could be started, but his executors made the offer good and selected Woodrow Wisson as the subject for the portrait. Surgent painted the President and donated the \$50,000 received to the n Dublin, the Wilson portrait will re selve a permanent place in its galleries

Reading Woman Burned to Death READING, Pa., Jan. 20.—Mrs. Law rence W. Whitman, fifty-six years old

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Franklin and Marshall Professor Re signs From Faculty

LANCASTER, Pa., Jan. 30. — The resignation of Dr. Richard C. Schiedt, for many years a member of the fac-uity of Franklin and Marshall Col-

lege, has been handed to Henry H. Appel, the president. Ill health is the

The college authorities, it is said authoritatively, were investigating his alleged pro-German sympathies, and his resignation is said to be no surprise to the officials.

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